

with the Long Trail, and helped to maintain pristine Vermont forestland for future generations to enjoy; and

Whereas the Green Mountain Club has recognized members regardless of sex or race since the founding of the club: Now, therefore, be it

Resolved, That the Senate recognizes the 100th anniversary of the Long Trail of the State of Vermont, the oldest long-distance hiking trail in the United States, and applauds the Green Mountain Club and the many volunteers of the Green Mountain Club for a century of service and for creating, protecting, and enjoying the Long Trail.

AMENDMENTS SUBMITTED AND PROPOSED

SA 3542. Mr. COBURN submitted an amendment intended to be proposed to amendment SA 3452 proposed by Mr. ROCKEFELLER to the bill H.R. 1586, to impose an additional tax on bonuses received from certain TARP recipients; which was ordered to lie on the table.

SA 3543. Mrs. HUTCHISON (for herself, Mr. ROCKEFELLER, and Mr. DORGAN) submitted an amendment intended to be proposed to amendment SA 3452 proposed by Mr. ROCKEFELLER to the bill H.R. 1586, supra; which was ordered to lie on the table.

SA 3544. Mr. INHOFE (for himself, Mr. WYDEN, and Mr. MERKLEY) submitted an amendment intended to be proposed to amendment SA 3452 proposed by Mr. ROCKEFELLER to the bill H.R. 1586, supra; which was ordered to lie on the table.

SA 3545. Mr. RISCH (for himself and Mr. CRAPO) submitted an amendment intended to be proposed to amendment SA 3452 proposed by Mr. ROCKEFELLER to the bill H.R. 1586, supra; which was ordered to lie on the table.

SA 3546. Mr. COBURN submitted an amendment intended to be proposed to amendment SA 3452 proposed by Mr. ROCKEFELLER to the bill H.R. 1586, supra; which was ordered to lie on the table.

SA 3547. Mr. COBURN submitted an amendment intended to be proposed to amendment SA 3452 proposed by Mr. ROCKEFELLER to the bill H.R. 1586, supra; which was ordered to lie on the table.

SA 3548. Mr. PRYOR submitted an amendment intended to be proposed by him to the bill H.R. 1586, supra.

SA 3549. Mr. INHOFE (for himself, Mr. SESSIONS, and Mr. CHAMBLISS) submitted an amendment intended to be proposed to amendment SA 3475 proposed by Mr. MCCAIN (for himself and Mr. BAYH) to the amendment SA 3452 proposed by Mr. ROCKEFELLER to the bill H.R. 1586, supra; which was ordered to lie on the table.

TEXT OF AMENDMENTS

SA 3542. Mr. COBURN submitted an amendment intended to be proposed to amendment SA 3452 proposed by Mr. ROCKEFELLER to the bill H.R. 1586, to impose an additional tax on bonuses received from certain TARP recipients; which was ordered to lie on the table; as follows:

On page 279, after line 24, add the following:

SEC. 723. PROJECT COMPLIANCE WITH NATIONAL AVIATION PRIORITIES.

(a) AIRPORT IMPROVEMENT PROGRAM.—The Administrator of the Federal Aviation Administration shall ensure that any amount made available for airport improvement under subchapter 1 of chapter 471 of title 49, United States Code, is for a project that—

(1) has a National Priority Rating of not less than 41; and

(2) is included in the Airports Capital Improvement Plan.

(b) TOWER/TERMINAL AIR TRAFFIC CONTROL FACILITY REPLACEMENT PROGRAM.—The Administrator shall ensure that any amount made available for the replacement of air traffic control facilities under such subchapter is for a project that is on the priority list of the Administration.

(c) INSTRUMENT LANDING SYSTEMS PROGRAM FUNDS.—The Administrator shall ensure that any amount made available for instrument landing systems under such subchapter is for a project that—

(1) has a higher benefit than cost; and

(2) complies with such other requirements of the Administration as the Administrator considers appropriate.

(d) OTHER PROJECTS.—The Administrator shall ensure that any amount made available under such subchapter for a purpose not described in subsection (a), (b), or (c) is for a project that the Administrator considers a national priority.

(e) ANNUAL REPORT.—

(1) IN GENERAL.—Not later than December 31, 2010, and annually thereafter, the Administrator shall submit to Congress a report that lists each project of the Administration that failed to comply with the provisions of this section in the most recent fiscal year ending before the date of such submittal.

(2) CONTENTS.—For each report submitted under paragraph (1), the Administrator shall include, for each project listed in such report, the following:

(A) A description of the project.

(B) A type classification of the project.

(C) The cost of the project.

(D) The impact of the project on the aviation priorities of the United States.

SA 3543. Mrs. HUTCHISON (for herself, Mr. ROCKEFELLER, and Mr. DORGAN) submitted an amendment intended to be proposed to amendment SA 3452 proposed by Mr. ROCKEFELLER to the bill H.R. 1586, to impose an additional tax on bonuses received from certain TARP recipients; which was ordered to lie on the table; as follows:

At the appropriate place in title III, insert the following:

SEC. ____ FINANCIAL INCENTIVES FOR NEXTGEN EQUIPAGE.

(a) IN GENERAL.—The Administrator of the Federal Aviation Administration may enter into agreements to fund the costs of equipping aircraft with communications, surveillance, navigation, and other avionics to enable NextGen air traffic control capabilities.

(b) FUNDING INSTRUMENT.—The Administrator may make grants or other instruments authorized under section 106(1)(6) of title 49, United States Code, to carry out subsection (a).

SA 3544. Mr. INHOFE (for himself, Mr. WYDEN, and Mr. MERKLEY) submitted an amendment intended to be proposed to amendment SA 3452 proposed by Mr. ROCKEFELLER to the bill H.R. 1586, to impose an additional tax on bonuses received from certain TARP recipients; which was ordered to lie on the table; as follows:

After title VII, insert the following:

TITLE VIII—ACCESS TO GENERAL AVIATION AIRPORTS

SEC. 801. SHORT TITLE.

This title may be cited as the “Community Airport Access and Protection Act of 2010”.

SEC. 802. AGREEMENTS GRANTING THROUGH-THE-FENCE ACCESS TO GENERAL AVIATION AIRPORTS.

(a) IN GENERAL.—Section 47107 of title 49, United States Code, is amended by adding at the end the following:

“(t) AGREEMENTS GRANTING THROUGH-THE-FENCE ACCESS TO GENERAL AVIATION AIRPORTS.—

“(1) IN GENERAL.—Subject to paragraph (2), a sponsor of a general aviation airport shall not be considered to be in violation of this subtitle, or to be in violation of a grant assurance made under this section or under any other provision of law as a condition for the receipt of Federal financial assistance for airport development, solely because the sponsor enters into an agreement that grants to a person that owns residential real property adjacent to the airport access to the airfield of the airport for the following:

“(A) Aircraft of the person.

“(B) Aircraft authorized by the person.

“(2) THROUGH THE FENCE AGREEMENTS.—

“(A) IN GENERAL.—An agreement described in paragraph (1) between an airport sponsor and a property owner shall be a written agreement that prescribes the rights, responsibilities, charges, duration, and other terms determined necessary to establish and manage the airport sponsor’s relationship with the property owner.

“(B) TERMS AND CONDITIONS.—An agreement described in paragraph (1) between an airport sponsor and a property owner shall require the property owner, at minimum—

“(i) to pay airport access charges that are not less than those charged to tenants and operators on-airport making similar use of the airport;

“(ii) to bear the cost of building and maintaining the infrastructure necessary to provide aircraft located on the property adjacent to the airport access to the airfield of the airport;

“(iii) to operate and maintain the property, and conduct any construction activities on the property, at no cost to the airport and in a manner that—

“(I) is consistent with subsections (a)(7) and (a)(9);

“(II) does not alter the airport, including the facilities of the airport;

“(III) does not adversely affect the safety, utility, or efficiency of the airport;

“(IV) is compatible with the normal operations of the airport; and

“(V) is consistent with the airport’s role in the National Plan of Integrated Airport Systems;

“(iv) to maintain the property for residential, noncommercial use for the duration of the agreement; and

“(v) to prohibit access to the airport from other properties through the property of the property owner.

“(3) GENERAL AVIATION AIRPORT DEFINED.—In this subsection, the term ‘general aviation airport’ means a public airport that is located in a State and that, as determined by the Secretary of Transportation—

“(A) does not have scheduled service; or

“(B) has scheduled service with less than 2,500 passenger boardings each year.”.

(b) APPLICABILITY.—The amendment made by subsection (a) shall apply to an agreement between an airport sponsor and a property owner entered into before, on, or after the date of enactment of this Act.

SA 3545. Mr. RISCH (for himself and Mr. CRAPO) submitted an amendment intended to be proposed to amendment SA 3452 proposed by Mr. ROCKEFELLER to the bill H.R. 1586, to impose an additional tax on bonuses received from certain TARP recipients; which was ordered to lie on the table; as follows: